Agenda

1. Introduction - 10 min
2. TRID and Project Context - 10 min
3. TRID Findings - 35 min
4. TRID Feasibility - 20 min
5. Next Steps - 10 min
6. Panel Questions and Answers - 30 min
7. Final Comments - 10 min
Introduction
Team Introduction

Advisory Committee:

Matt Barron - Policy Manager - Office of the Mayor
Jamil Bey - Pittsburgh Community Reinvestment Group
Rev. Ricky Burgess - City Council - District 9
Marita Bradley - Councilman Burgess’s Office
Haesha Cooper - Urban Innovation 21
Melvin Hubbard El - Representative Gainey’s Office
Grant Ervin - Sustainability Manager - Office of the Mayor
Ed Gainey - Pennsylvania House of Representatives - District 24
Marteen Garay - Homewood Business Association / Urban Innovation 21
Elwin Green - Save Race Street Committee / Homewood Nation
Alex Hanson - Pittsburgh Community Reinvestment Group
Seth Hufford - Point Breeze North Development Corporation
Jerome Jackson - Operation Better Block
Ronald J. Joseph - Pittsburgh Board of Education
Kilolo Luckett - Point Breeze North Development Corporation
Breen Masciotra - Port Authority of Allegheny County
Emily Mitchell - Urban Redevelopment Authority of Pittsburgh
George Moses - East Liberty Family Healthcare Center
Team Introduction  Advisory Committee: (continued)

Steve Novotny - Pittsburgh Community Reinvestment Group  
Ann Ogoreuc - Allegheny County Economic Development  
Blyden O’Terry - Point Breeze North Development Corporation  
Justin Pizzella - East End Food Co-op  
Dennis Puko - PA Department of Community & Economic Development  
Henry Pyatt - Small Business and Redevelopment Manager - Office of the Mayor  
Patrick Roberts - Department of City Planning  
Chris Sandvig - Pittsburgh Community Reinvestment Group  
Rebecca Schenck - Urban Redevelopment Authority of Pittsburgh  
Michael Smith - Department of City Planning  
Dianne B. Swann - Rosedale Block Cluster  
Dave Totten - Southwestern Pennsylvania Commission  
Ted Vasser - Pittsburgh Board of Education  
Chelsea Wagner - Point Breeze North Resident  
Rev. John Wallace - Bible Center Church  
Rev. Samuel Ware - Building United of Southwestern Pennsylvania  
Jeff Wetzel - Point Breeze North Development Corporation  
David Wohlwill - Port Authority of Allegheny County
Study Goal

- Identify key public improvements to support the implementation of transit oriented development around Homewood Station
- Assess the viability of a Transit Revitalization Investment District as a financing tool
TRID Study Area

- TRID focus: projects within a 1/2 mile radius of the station
Study Process & Timeline

Homewood Station TOD Study:

Phase 1
Analysis
- Public Meeting 1 November 2014

Phase 2
Exploring Scenarios
- Public Meeting 2 December 2014

Phase 3
TRID Plan
- Public Meeting 3 February 2015

Build on past planning:
Bridging the Busway (2010-11)

Integrate ongoing planning:
Homewood Cluster Planning (2014-15)
East Busway Corridor Revitalization Project (2014-2015)
Goals for Tonight

• Walk through findings of the study
• Address questions and comments
• Discuss potential next steps
TRID and Project Context
What is TRID?

- Transit Revitalization Investment District (TRID)
- A tool for implementing transit oriented development
- TRID Goal: Capture the value of designated new development projects to fund improvements that benefit the community
  - Creates a district around a transit station
  - Identifies “developable” sites
  - Identifies projects to assist for implementation
TRID Study Area

- TRID focus: projects within a 1/2 mile radius of the station
What is TRID?

- Captures real estate taxes from specific new larger scale development projects (not existing homes or businesses)
- Funds are used to implement “public improvements” in the transit station district
What is TRID?

Real Estate Taxes from Assigned Development Projects

TRID Fund (20 Year period)

City, Schools & County

Priority Public Improvements

75%

25%
What is TRID?

For Example:

Yearly Tax = $1,000

Yearly Tax = $96,000

A portion of the difference: $95,000 - can be used to make “public improvements” within the station district. Over 20 years this will generate $1 million.
Why TRID?

- Leverage the Busway as a community asset
- Use the transit station to jump start revitalization:
  - Help implement existing community plans
  - Improve access and connections to transit
  - Help revitalize Homewood’s business district
  - Help build more housing close to transit
How can TRID funds be used?

• Pay for improvements to public spaces like the Busway station and the streets around it
How can TRID funds be used?

• Support development on vacant land around the station
How can TRID funds be used?

- A TRID district could be a tool to help implement ideas from the existing community plans.
- TRID cannot do everything, but it could help fund key projects.
Building on Existing Community Plans

- Homewood and Point Breeze North have existing and ongoing community plans

- Our study builds on:
  - Bridging the Busway (2011)
  - East Busway Corridor Revitalization Project (2014-2015)
Building on Existing Community Plans

• Bridging the Busway (2011):
  - URA in collaboration with community organizations
  - Both Homewood and Point Breeze North
  - Focus on: Transit Oriented Development

  Revitalizing Homewood Business District
  Creating new housing near the station
  Improving Homewood Station
Bridging the Busway Plan

General Housing & Open Space Recommendations

Transit Oriented Development Focus Area

Point Breeze North

Homewood

Homewood Station

Washington Blvd

Penn Ave

Thomas Blvd

Frankstown Ave

Hamilton Ave

N Homewood Ave

N Braddock Ave

N Homewood Ave
Bridging the Busway Plan

- Revitalized Homewood Business District
- Improved Station
- New Mixed-Use
Bridging the Busway Plan

Storefront Renovations

New Businesses & Offices

New Arts & Culture Destinations

Bridging the Busway
Homewood Cluster Planning

  - Operation Better Block
  - Detailed land use planning for Homewood
  - Extensive resident engagement & participation
  - Works on one area of the neighborhood at a time
  - Focus on: The future of vacant property
    Housing infill and renovation
    Revitalizing Homewood Business District
Proposed Homewood Business District Identity:
A REGIONAL AFRICAN-AMERICAN CULTURAL DESTINATION

Identifying Business District Uses:
- CULTURE & ENTERTAINMENT
- FOOD & GROCERIES
- GOODS
- SERVICES

Cultural Destination

Resident Needs

Homewood Cluster Planning
East Busway Corridor Revitalization Project

- East Busway Corridor Revitalization Project (2014-2015)
  - Pittsburgh Community Reinvestment Group (PCRG)
  - A policy study, not a physical plan
  - Studying the entire Busway, with a pilot in Homewood
  - Focus on: Policy and principles for equitable development
    Preventing displacement from communities
    Preserving affordability & access to transit
    Strategies for workforce development
Focus on Homewood

East Busway Corridor Revitalization Project
TRID Findings
TRID Findings Process

• Developing concepts for Priority Public Improvements

• Identifying potential development sites based on past planning, market study, and conversation with residents, property owners and developers.

• Classifying development sites as likely or possible based on projects with known funding or developer interest

• Estimating the tax increment development would generate
TRID Findings Process

• Identifying scenarios that balance the cost of priority public improvements with funds generated by new development

$ Cost of public improvements

$ Tax increment from development
Meeting 1: Prioritizing types of public improvements

**QUESTIONS:**
- Based on the types of things TRID can help pay for, which are most important to you?
- Are there any important ideas missing in the prior planning we've described?

1. Help bring new businesses to Homewood
2. Help build new housing (both affordable and market rate)
3. Improve the busway station and its surroundings
4. Add better lighting, trees, and furniture to streets
5. Improve, expand, and maintain nearby parks
6. Improve pedestrian routes to nearby schools
7. Help with flooding issues (on streets and in basements)
8. Improve bicycle routes and parking in the neighborhood
Potential Public Improvements funded by TRID:

1. Improve the busway station and its surroundings
2. Help bring new businesses to Homewood
3. Add better lighting, trees and furniture to streets
4. Improve pedestrian routes to nearby schools
5. Help build new housing (both affordable and market rate)
6. Improve, expand and maintain nearby parks
7. Help with flooding issues (on streets and in basements)
8. Improve bicycle routes and parking in the neighborhood
Scenario 1 - Based on Likely Development

- Focus on top priority public improvements close to Homewood Station
- Based on Likely development - sites known to either be in the design, funding or construction stage, or have significant developer interest
Potential uses of TRID funds - Rank: 1st

- Help Improve Station Underpass
- Help Improve Station Entry
- Help Create Transit Amenities

Improve the busway station and its surroundings
Station Improvements

Existing Station
New Platform Canopies
On-Street Bus Shelters
Reorganized Entry
New Underpass Lighting

Station Improvements
Priority Public Improvements

Limited Station Improvements

Cost Estimate: $2.8 Million
Help Improve Station Underpass

Help Improve Station Entry

Help Create Transit Amenities

Improve the busway station and its surroundings

Potential uses of TRID funds - Rank: 1st
Potential uses of TRID funds - Rank: 6th

Improve, expand and maintain nearby parks

Help Improve Westinghouse Park

Help Improve Stargell Field
New Walkway to Platform

Rebuilt Playground

New Bridge Fencing & Lighting

Lang Pedestrian Connection
Priority Public Improvements

Lang Connection

Lang Pedestrian Connection

Cost Estimate: $2.1 Million
Potential uses of TRID funds - Rank: 2nd

Help bring new businesses to Homewood

Help Fund New Development

Help Support Renovation & Infill
Potential uses of TRID funds - Rank: 3rd

Add better lighting, trees and furniture to streets

Help Improve the Pedestrian Environment

Help Create a New District Identity
Potential uses of TRID funds - Rank: 5th

- Help Infill Vacant Lots
- Help Create Affordable Housing
- Help build new housing (both affordable and market rate)
Homewood Avenue Streetscape & Site Preparation

Homewood Avenue Today
Homewood Avenue Streetscape & Site Preparation

- Renovated Storefronts
- New Street Trees
- New Lights & Banners
- New Street Furniture
Priority Public Improvements

Cost Estimate: $1.8 Million

Homewood Avenue Streetscape & Site Preparation
Potential uses of TRID funds - Rank: 4th

- Help Improve Routes to Faison K-8

Improve pedestrian routes to nearby schools
Potential uses of TRID funds - Rank: 7th

Help with flooding issues (on streets and in basements)

Help Mitigate Basement Flooding

Help Mitigate Larger Negley Run Watershed
On-Street Bus Shelters

Reorganized Station Entry

Sidewalk to Faison

Stormwater Planters

On-Street Parking

Finance Street Improvements
Priority Public Improvements

Station Upgrade

Homewood Streetscape

Lang Connection

Finance Improvements

Point Breeze North

Homewood

N Homewood Ave

N Braddock Ave

N Dallas Ave

Penn Ave

N Lang Ave

Bruston Ave

Susquhanna St

Frankstown Ave

Hamilton Ave

Finance Street Improvements

Cost Estimate: $1.0 Million
## Priority Public Improvements Cost Estimate

**TRID Expanded Public Improvements**

<table>
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<th>Cost</th>
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Likely Development Scenario

Point Breeze North

Homewood Station

Kelly St

Frankstown Ave

N Homewood Ave

N Lang Ave

N Dallas Ave

Thomas Blvd

Hamilton Ave

N Homewood Ave

N Braddock Ave

Bruston Ave

Susquhanna St

Likely Site
Likely Development - Key Sites

540 N. Homewood - Housing & Retail

540 N. Homewood
Homewood Station
N Homewood Ave
Hamilton Ave
Susquhanna St
Tioga St

540 N. Homewood
Homewood Station
Hamilton Ave
Tioga St
Susquhanna St
N Homewood Ave
 Likely Development - Key Sites

Source: OBB Cluster 4 Plan
Likely Development - Key Sites

- Lexington Parking Lot - Likely Office & Housing
- Homewood Station
- Hamilton Ave
- Tioga St
- Susquehanna St
- Homewood Ave
- Lexington Lots
Likely Development - Key Sites

Kelly Street Infill Houses (Comparable Example)
Likely Development - Key Sites

- Hamilton Ave
- Homewood Station
- N Homewood Ave
- N Lang Ave
- Thomas Blvd
- Homewood Station
- Penn Ave
- N Lang Ave
- N Homewood Ave

Firehouse - Renovated Office Use
Likely Development Scenario

- Old ARL
- Kelly St
- Infill Houses
- Lynn Way
- Susquehanna Homes
- Hamilton Ave
- Homewood Station
- N Homewood Ave
- N Lang Ave
- N Dallas Ave
- Thomas Blvd
- Firehouse
- Point Breeze North
- Coop & Adjacent
- N Braddock Ave
- Bruston Ave
- 7800 Susquehanna
- 7800 Susquehanna St
Existing Station

Existing Conditions

Homewood
Hamilton Ave
N Lang Ave
Stargell Field
Susquehanna St
Finance St
N Lexington Ave
McPherson Blvd
N Homewood Ave
Point Breeze North

225 ft

Existing Station
Likely Development Scenario
Scenario 2 - Enhanced Development

• Expands the list of public improvements
• Adds additional possible development sites suggested in existing plans (mostly on publicly owned vacant land)
• Focus on expanding the development potential of the Lexington Technology Park and surrounding buildings
Expanded Public Improvements

Complete Station Improvements  Cost Estimate:  $5.8 Million
Expanded Public Improvements

Frankstown Streetscape

Cost Estimate: $1.2 Million
Expanded Public Improvements

- Expanded Station Upgrade
- Frankstown Streetscape
- Lexington Street Upgrades

Cost Estimate: $2.0 Million
Expanded Public Improvements

- Expanded Station Upgrade
- Frankstown Streetscape
- Shared Parking
- Lexington Street Upgrades

Cost Estimate: $25.0 Million
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Likely Development Scenario

- Old ARL
- Lynn Way
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- Lexington Lots
- 7800 Susquehanna
- Frankstown Ave
- Homewood Ave
- N Dallas Ave
- Bruston Ave
- N Lang Ave
- Thomas Blvd
- N Braddock Ave
- Hamilton Ave
- Susquehanna St

Likely Site
Additional Possible Site
Enhanced Development Scenario

- W. Blvd Sites
- Infill Housing Sites
- Expanded Mixed Use Near Station
- Homewood Business District Sites
- Point Breeze North
- Expanded Lexington Development
- Infill Industrial Sites

- Likely Site
- Additional Possible Site
Likely Development Scenario
Enhanced Development Scenario

- Expanded Lexington Development
- Expanded Mixed Use Near Station
- Station Upgrade

Key Locations:
- Homewood
- N Homewood Ave
- Hamilton Ave
- N Lang Ave
- Stargell Field
- Finance St
- Susquehanna St
- N Lexington Ave
- McPherson Blvd
- Point Breeze North
Draft TRID Boundary

- Captures public improvements & development projects contributing to TRID fund
- Captures development sites in both expected & enhanced scenarios
- Does not impact other properties within the boundary
Draft TRID Boundary
TRID Feasibility
# Estimated Real Estate Tax Increment

<table>
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<tr>
<th>Development</th>
<th>Estimated Annual Taxes Available for TRID</th>
<th>20-Year Present Value</th>
</tr>
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<tbody>
<tr>
<td>Likely Scenario</td>
<td>$220,300</td>
<td>$2,028,400</td>
</tr>
<tr>
<td>Possible Additional</td>
<td>$316,600</td>
<td>$2,850,800</td>
</tr>
<tr>
<td>Potential Combined (Enhanced Scenario)</td>
<td>$536,900</td>
<td>$4,879,200</td>
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Balancing TRID projects and TRID funds

Likely Scenario:
Top Priority Public Improvements
& Likely Development

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<td>Tax Increment from Expected Development:</td>
<td>$220,300 / Year x 20 Years</td>
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Likely Scenario:
Top Priority Public Improvements & Likely Development

TRID Top Priority Public Improvements

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TRID Fund

Tax Increment from Expected Development:
$220,300 / Year x 20 Years

**Total** $2.03 Million

Possible Additional Sources

Federal – TIGER, EDA
State – Multimodal, RACP, TIIF
Region – CMAQ
County – CITF, GEDF, CDBG
Local – Capital budgets, Foundations

**Total** $5.67 Million
Balancing TRID projects and TRID funds

Enhanced Scenario:
Likely + Possible Development &
Expanded Public Improvements

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Balancing TRID projects and TRID funds

**Enhanced Scenario:**
Likely + Possible Development & Expanded Public Improvements

**TRID Expanded Public Improvements**
- Station Improvements (complete): $5.8 Million
- Lang Pedestrian Connection: $2.1 Million
- Homewood Streetscape: $1.8 Million
- Finance Streetscape: $1.0 Million
- Frankstown Streetscape: $1.2 Million
- Lexington Street Upgrades: $2.0 Million
- Shared Parking Facilities: $25.0 Million
- Total: $38.9 Million

**TRID Fund**
- Tax Increment from Expected Development: $536,900 \(\times 20\) Years
- Total: $4.9 Million
Balancing TRID projects and TRID funds

Enhanced Scenario:
Likely + Possible Development & Expanded Public Improvements

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Possible Additional Sources
Federal – TIGER, EDA
State – Multimodal, RACP, TIIF
Region – CMAQ
County – CITF, GEDF, CDBG
Local – Capital budgets, Foundations

[Table]
Total $34 Million

TRID Fund

Tax Increment from Expected Development:
$536,900 / Year x 20 Years

[Table]
Total $4.9 Million
Possible Additional Funding Sources

• Federal – Transportation Investment Generating Economic Recovery (TIGER), Economic Development Administration Grants (EDA)

• State – Multimodal Transportation Funds (MTF), Redevelopment Assistance Capital Program (RACP), Transportation Infrastructure Investment Fund (TIIF)

• Region – Congestion Mitigation Air Quality (CMAQ)

• County – Community Infrastructure & Tourism Fund (CITF), Gaming Economic Development Fund (GEDF), Community Development Block Grant (CDBG)

• Local – Capital budgets, Foundations
Preliminary Recommendations

• The Study Revealed...
• The district is experiencing public and market-driven development interest
• Real estate tax increment forecasts show the ability to generate TRID revenue
• TRID revenue will need to be supplemented by other funding sources
• Monitor development activity and consider implementing TRID
Next Steps
Where We Are Today

• This is third and final public meeting for this study

• Consultants will complete study for URA

• URA will use final report to advance discussions about the feasibility of applying for a TRID

• Stay Informed... www.ura.org
Advancing the TRID Discussion

**Complete TRID Study**
- Consultant team completes study
- Final Report completed in spring 2015

**TRID Consideration Period**
- Evaluate the study
- Advance TRID discussions with PAAC and three taxing bodies

**Program Management**
- Establish Designated TRID Management Entity

**Implementation**
- Designated Management Entity implements TRID

*Go* or *No Go*
Panel Questions and Answers